

I would also like to enter into the Record as part of my testimony a letter in support of this initiative by the National Farmers Union. In their letter, NFU states: "The benefits to those less fortunate than ourselves will be profound, while our own investment will ultimately be returned many times over. The international nutrition assistance program is morally, politically and economically correct for this nation and all others who seek to improve mankind."

As Senators George McGovern, Bob Dole and Richard Durbin have just testified, the proposal we are discussing today is very simple: to initiate a multilateral effort that would provide one modest, nutritious meal to the estimated 300 million hungry children of the world. I do not wish to repeat their testimony, but there are points I would like to underscore.

Mr. Chairman, I believe the world moves on simple ideas.

This simple idea is also a big idea, made more compelling in its potential to move us closer to achieving many of our most important foreign policy goals:

- reducing hunger among children;
- increasing school attendance in developing countries;
- strengthening the education infrastructure in developing countries;
- increasing the number of girls attending school in developing countries;
- reducing child labor; and
- increasing education opportunities for children left orphaned by war, natural disaster and disease, especially HIV/AIDS.

Over the next ten to twenty years, achieving these goals will significantly affect the overall economic development of the countries that participate in and benefit from this initiative. Children who do not suffer from hunger do better in school—and education is the key to economic prosperity. The better educated a nation's people, the more its population stabilizes or decreases, which, in turn, decreases pressures on food and the environment.

Our own prosperity is clearly linked to the economic well-being of the nations of Asia, Africa, Latin America and Eastern Europe. As their economies grow stronger, so do markets for U.S.-made products. The generation of children we help save today from hunger and who go to school will become the leaders—and the consumers—of their countries tomorrow.

This simple idea, Mr. Chairman, might prove to be the catalyst to a modern-day Marshall Plan for economic development in developing countries: A coordinated international effort to create self-sustaining school feeding programs and to enhance primary education throughout the developing world. Our farmers, our non-profit development organizations, and our foreign assistance programs could help make this a reality.

On the other hand, it could also fail.

It could fail, Mr. Chairman, if we in Congress fail to provide sufficient funding for this initiative; if we fail to provide a long-term commitment of at least ten years to this initiative; and if we fail to integrate this initiative with our other domestic and foreign policy priorities.

In its July 23rd announcement, the Clinton Administration has made available \$300 million in food commodities to initiate a global school feeding program. This is an admirable beginning for a global program estimated at \$3 billion annually when it is 100 percent in place, with the U.S. share approximately \$755 million per year.

To ensure the success of this initiative, we will need to commit ourselves to long-term, secure funding for this and related programs.

First, new legislation to authorize this program, and the necessary annual appropriations to carry it out, must at a minimum provide for the total U.S. share. These funds would not only provide for the purchase of agriculture commodities, but also for the processing, packaging and transportation of these commodities; for the increased agency personnel to implement and monitor expanded U.S. education projects in developing countries; and for an increased number of contracts with U.S.-based non-governmental organizations (NGOs) implementing these feeding and education programs in target countries.

A significant portion of this assistance will go to our farming community for the purchase of their products, and that's as it should be. Quite frankly, Mr. Chairman, I would rather pay our farmers to produce than watch them destroy their crops or pay them not to produce at all.

Second, the United States must lead and encourage other nations to participate and match our contributions both to the food and the education components of this project.

Third, we will need to increase funding for development assistance to strengthen and expand education in developing countries. One of the key reasons for supporting school feeding programs is to attract more children to attend school. If that happens, then the schools will need cooking centers, cooking utensils and cooks. Within a year or two, the increase in student population will require more classrooms. Those classrooms will need teachers and supplies. Additional development assistance, delivered primarily through NGOs, will be needed to successfully implement both the food and the education components of this proposal.

Fourth, we will need to secure greater funding for and recommit ourselves to debt relief and to programs that support and stimulate local agriculture and food production in these countries—two important priorities of our foreign assistance programs. Revenues that developing countries must now use to service their debt could instead be invested in education, health care and development. Successful school feeding programs also rely on the purchase and use of local food products, which are in harmony with local diet and cultural preferences. If the ultimate goal is to make these food and education programs self-sustaining, the promotion of local agricultural production and national investment in education are essential.

Fifth, our commitment to this effort must be long term. Too often initiatives are announced with great fanfare and then fade away with little notice given. Many development organizations currently active in the field with "food for education" programs are skeptical of this proposal. Many governments of developing countries share that skepticism. They have heard it before. They have seen programs announced, begun and then ended as funding abruptly or gradually ended. Our commitment to both the food and education components of this initiative must cover at least a decade.

Sixth, we do not need to re-invent the wheel to implement this program, or at least the U.S. participation in this multilateral effort. We have a long and successful history of working with our farming community to provide food aid. We have successful partnerships with NGOs already engaged in nutri-

tion, education and community development projects abroad. We also have established relations with international hunger and education agencies, including the Food Aid Convention, the World Food Program, UNICEF and the United Nations Food and Agriculture Organizations (FAO).

Finally, Mr. Chairman, I believe we must also take a good long look at our own needs, and at the same time we contribute to reducing hunger abroad, we must make a commitment to ending hunger here at home. In a time of such prosperity, it is unacceptable that we still have so many hungry people in America. None of our seniors should be on a waiting list to receive Meals-on-Wheels. No child in America should go to bed hungry night after night. No family should go hungry because they don't know where the next meal will come from. No pregnant woman, no nursing mother, no infant nor toddler should go hungry in America. We have the ability to fund existing programs so these needs are met.

If I may, Mr. Chairman, I would also like to add one more comment. As first proposed, this initiative also had a universal WIC component. The United States is already involved in several nutrition and health programs for mothers and infants. I was very pleased to see in the President's announcement that it contained a pre-school component. I hope that we might also expand our assistance in this area and reach out to our international partners to increase their aid as well. We all know how important those early years of development are in a child's life. I fully support the school feeding and education initiative we are discussing this morning. But if a child has been malnourished or starved during the first years of their life, much of their potential has already been damaged and is in need of repair. Surely the best strategy would include health, immunization and nutrition programs targeted at children three years and younger.

I believe we can—and we must—eliminate hunger here at home and reduce hunger among children around the world.

I believe we can—and we must—expand our efforts to bring the children of the world into the classroom.

I hope you and your Committee will lead the way.

Thank you, Mr. Chairman.

IN HONOR OF THE UPCOMING 50TH  
WEDDING ANNIVERSARY OF  
DAVID AND ARMIDA MURGUIA  
OF SAN ANTONIO, TEXAS

**HON. CHARLES A. GONZALEZ**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 27, 2000

Mr. GONZALEZ. Mr. Speaker, it is with great pride, honor and happiness that I rise to recognize the upcoming 50th wedding anniversary of David and Armida Murguia of San Antonio, Texas.

David and Amy were married November 8, 1950 at Our Lady of Perpetual Hope Catholic Church in San Antonio and honeymooned in Allende, Mexico.

Immediately after their honeymoon, David was inducted into the U.S. Army and transferred to Ft. Lee, Virginia, where Amy was able to join him after a short separation. After

his military service, the Murguia's returned to San Antonio where they have lived ever since. The Murguia's are members of St. Ann's Catholic Church.

David graduated from St. Gerard's High School and attended St. Mary's University, where he obtained a law degree. He worked at Kelly Air Force Base before starting his own law practice.

Amy graduated from Ursuline Academy in San Antonio, and after raising their children, went to work as David's legal assistant. Both retired in 1998 after a long, productive, and well respected legal career.

As a result of their marriage, David and Amy are the proud parents of eight children, Michael David, Vincent John, Philip Andrew, David III, Theresa Armida, Catherine Ann, Mark Anthony, and Matthew. They have 13 grandchildren, and several great grandchildren. As do all couples, David and Amy have had their joyous occasion and rough times, but through it all, they have stuck by each other, and in a rare occasion in America today, will soon celebrate their 50th wedding anniversary.

On behalf of all citizens of San Antonio, I want to wish them a wonderful anniversary and I hope that they are able to celebrate many, many more. May their love and dedication to each other inspire each of us to work even harder on our own relationships so that we too may someday celebrate as the Murguia's are doing now.

#### BAY AREA RAPID TRANSIT BART

#### HON. ELLEN O. TAUSCHER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 27, 2000

Mrs. TAUSCHER. Mr. Speaker, as the Congresswoman representing eastern Contra Costa County and the Tri-Valley area of Alameda County, I rise today to express my firm belief that the Bay Area Rapid Transit (BART) system should be extended to Antioch and Livermore, California. While I am aware and understand that there are those who want to extend BART only to the South Bay, I must remind them that the families and businesses of the Antioch and Livermore areas also need BART and have been paying their hard-earned dollars into the BART system for almost four decades.

As a very large number of our commuters know, getting to and around Silicon Valley, more often than not, is a very difficult problem. This year, state and regional planners have begun deciding on the next generation of rail and road improvements for the region to address the traffic congestion problems. Furthermore, it is clear from the Governor's transportation plan and proposed budget that BART to San Jose is going to receive certain consideration. However, that does not mean that Antioch and Livermore citizens, who have made significant financial investments into the BART system, should be overlooked. Moreover, any new communities who seek BART service must first buy into the system.

During the next few months, I will be working closely with the Governor as well as state

and Bay Area planners on a regional transit plan. One thing is certain: in order to successfully build any and all of these very expensive extensions, we must unite as a region and accept one common regional transit plan. As the only Bay Area Member of Congress on the Transportation and Infrastructure Committee, I know that regional unity is the necessary key in securing the federal and state transportation funds we need to build these important transit projects. When we are competing for scarce federal dollars with other urban centers, we cannot afford to waste our time and resources arguing among each other.

Mr. Speaker, I am confident that any regional plan will incorporate the history of BART with the equity of its stakeholders. I look forward to working with my colleagues on the Transportation and Infrastructure Committee as well as our Bay Area planners to develop the next generation of transit and road projects to meet the ever-growing needs of our region.

#### COMMON SENSE FOR THE TRIANGLE

#### HON. DAVID E. PRICE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 27, 2000

Mr. PRICE of North Carolina. Mr. Speaker, I would like to commend to my colleagues the following article that appeared in the July 16, 2000, Raleigh News & Observer. Mack Paul, Chief of Staff to North Carolina Lieutenant Governor Dennis Wicker, wrote it. Mr. Paul has been active in local planning and transportation issues over the years as a civic leader, focusing on enhancing the Research Triangle area's quality of life and economic growth. The regionalism issue Mr. Paul addresses is one that will continue to gain importance and deserves the thoughtful attention of the Congress and the nation.

[From the News & Observer, July 16, 2000]

#### COMMON SENSE FOR THE TRIANGLE

(By Mack Paul)

RALEIGH.—Spurred in part by intense media attention, the public dialogue on growth in the Triangle has progressed markedly over the last two years. Many now see that gridlock, Code Orange days and dwindling open space bear a direct relation to the low density, auto-dependent pattern of development known as sprawl. The "Smart Growth" principles adopted last year by the Triangle Smart Growth Coalition and Greater Triangle Regional Council embody this recognition.

The next step remains much more problematic: what strategies do we pursue to achieve smarter growth?

Public transportation, downtown revitalization, open space protection, affordable housing and traditional neighborhood development top the list of preferred policy prescriptions. Elected officials say that it is time to act. But we're not acting—at least not with haste. Municipalities still see little to gain within their local context from enacting Smart Growth policies.

We're confronted with the classic game theory known as "the tragedy of the common." In this scenario, herders must share a

common meadow. But no herder can limit grazing by anyone else's flock. If a herder limits his own use of the common meadow, he alone loses. Yet unlimited grazing destroys the common resource on which the livelihood of all depends. Therefore, the herders are seemingly doomed to self-defeating opportunism.

In the Triangle, the common meadow represents all those resources that comprise our economic health and quality of life, including our open space, air quality, infrastructure, schools, jobs and housing. As each municipality grapples with how best to utilize these resources in the face of a rapidly growing herd, it confronts the reality that no matter how wise its policies, it has no control over the other herders.

In the tragedy of the common, mutual cooperation represents the only way for the herders to survive long-term. Similarly, mutual cooperation at the regional level—regionalism—offers the best way for the Triangle to ensure long-term prosperity.

Regionalism offers a framework for maximizing our use of common resources in two ways. First, it encourages the coordination of resource systems that cross jurisdictions. For example, a regional transit system cannot succeed unless station-area planning in all of the affected municipalities supports it.

Second and more important, regionalism helps to mitigate disparate impacts that arise from competition for economic growth. If one area captures most of the new jobs but offers little affordable housing, it increases traffic and sprawl in neighboring municipalities. If outlying rural areas attract all of the new development, they can contribute to the decline of a central city, worsen air quality and significantly reduce the amount of open space.

As shown by the tragedy of the common, regionalism poses a real challenge because it requires a shift in thinking. Individuals must see that their personal interests are better served by cooperating with those with whom they compete for a precious resource. It builds over time. With each success comes trust and a desire for bolder action. Experience from other areas provides three important lessons about regionalism.

First, regionalism cannot succeed without a strong civic life. Those regional efforts that have succeeded all enjoy active and ongoing participation by businesses and citizens through a variety of civic organizations. The Triangle Smart Growth Coalition, Greater Triangle Regional Council, Regional Transportation Alliance and Triangle Community Coalition offer examples of emerging regional civic groups. These types of organizations provide our best opportunity for building the strong relationships necessary for regional cooperation.

Second, regionalism cannot succeed without a regional framework for decision-making. Areas that have been successful at pursuing Smart Growth strategies have some form of regional authority. The tragedy of the common demonstrates the difficulty in relying on the voluntary actions of one's neighbors. Regional models vary widely—from purely advisory as in Denver to more authoritative as in Atlanta and Minneapolis. Any framework we adopt should reflect and be an extension of the Triangle's civic life.

Third, regionalism cannot succeed without some encouragement from the state. Areas that have adopted effective regional frameworks have benefited from state laws supporting such action. A new law permitting the Triangle's two Metropolitan Planning Organizations to combine would facilitate regional transportation planning.